



Senate Bill No. 920

Special Act No. 05-7

AN ACT ESTABLISHING A CONNECTICUT CLEAN DIESEL PLAN.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. (*Effective from passage*) (a) The Commissioner of Environmental Protection shall, in accordance with the provisions of this section, develop a Connecticut diesel emission reduction strategy.

(b) The Connecticut diesel emission reduction strategy shall recommend programs, policies and legislation for achieving reductions of diesel particulate matter consistent with reduction targets for diesel particulate matter indicated in the Connecticut Climate Change Action Plan 2005. The strategy shall provide the following:

(1) A description of the sources of diesel particulate matter emissions in the state and recommendations for maximizing diesel particulate matter emission reductions from identified sources;

(2) An implementation strategy, and an estimate regarding the cost and benefits to the state or municipalities of implementing such strategy, to reduce, not later than December 31, 2010, the level of diesel particulate matter emissions from motor buses, as defined in section 14-1 of the general statutes, that are publicly owned and funded, have

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an engine model year of 2006 or older, and are not less than twenty-nine feet in length, by (A) retrofitting the engines of such motor buses with diesel particulate filters in order to achieve a reduction of diesel particulate matter by not less than eighty-five per cent, or (B) using alternative fuels or alternative engine technology in order to achieve a reduction of diesel particulate matter by not less than eighty-five per cent;

(3) An implementation strategy, and an estimate regarding the cost and benefits to the state or municipalities of implementing such strategy, to maximize, not later than December 31, 2010, diesel particulate matter emission reductions from school buses and to prevent by said date diesel particulate matter engine emissions from entering the passenger cabin of the buses;

(4) An implementation strategy, to be phased in not later than July 1, 2006, on projects valued at more than five million dollars, to maximize particulate matter emissions reductions from construction equipment servicing state construction projects, and an estimate regarding the cost and benefits to the state or municipalities of implementing such strategy;

(5) Recommendations for technical assistance resources to be developed by the commissioner to support the implementation of diesel particulate matter reduction strategies by municipalities and other diesel fleet owners and operators;

(6) A strategy for securing and leveraging federal funds and funds from other sources to defray the costs of meeting the goals set forth in subdivisions (1) to (5), inclusive, of this subsection; and

(7) Recommendations for programs and policies to raise awareness about the health risks and climate impacts associated with diesel particulate matter pollution and the solutions available for reducing

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emissions of diesel particulate matter.

(c) In developing the report, the commissioner shall make draft recommendations available to the public on an Internet web site, provide opportunity for public comment, at times and locations to maximize public participation, and provide a forum for ongoing written public comment on the strategy.

(d) Not later than January 15, 2006, the commissioner shall submit, in accordance with the provisions of section 11-4a of the general statutes, a report containing the strategy to the joint standing committee of the General Assembly having cognizance of matters relating to the environment, and recommendations for legislation to implement such strategy. The strategy shall contain an addendum of all public comments received by the commissioner. The commissioner shall post a copy of the strategy and the addendum on an Internet web site.

Approved June 24, 2005